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THE IMPACT OF TRAVEL ON STATE ECONOMIES 1982

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EXECUTIVE SUMMARY

- U.S. residents and foreign visitors spent $198 billion traveling in America during 1982, a three-percent increase over the previous year.

- These expenditures directly generated 4.7 million jobs paying $44 billion in wages and salaries.

- Travel spending in America generated more than $21 billion in tax revenue for federal, state and local governments.

- California garnered the largest share of travel spending in the U.S. during 1982 with 13 percent of the total market, followed by Florida.

- Tennessee, benefitting from the 1982 World's Fair in Knoxville, showed the largest percentage increase in travel expenditures of any state: 19 percent.

- Twelve states suffered declines in travel spending for the year.

- Jobs directly generated by travel spending exceeded those generated by all other private industries in 12 states in 1982, and the travel industry was among the top three employers in 41 states.

- Every $42,480 spent on travel in the U.S. directly supported one job on the average in 1982.

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INTRODUCTION

The estimates of the economic impact of travel contained in this volume are the product of the Travel Economic Impact Model (TEIM), an economic model developed expressly to indicate the expenditures, employment, payroll, business receipts and tax revenue generated by travel away from home in the U.S.

The conceptual development of the model was funded by the Bureau of Land Management of the U.S. Department of the Interior in 1975. Since that time, the TEIM has been expanded to reflect the availability of improved data and has been computerized. While not covered here, the model has also been extended to produce improved county-level estimates of travel impact. The data contained in this report and others in this series are the only estimates of the economic impact of travel available for all 50 states and the District of Columbia.

In earlier years, the Data Center published estimates of travel's impact at the state level covering 1974, 1975 and 1976. With the availability of the U.S. Census Bureau's 1977 Censuses of Transportation, Service Industries, and Retail Trade, the Travel Economic Impact Model was revised substantially. The 1977 and subsequent year estimates are from the revised model. Consequently, 1977 and later estimates are not comparable to earlier data published by the Data Center.

The Data Center views the model as a continuing, evolving project producing annual estimates. It is hoped that this publication will stimulate discussion and criticism of the TEIM to promote further development and improvement. Users of these data are encouraged to communicate their reactions, both positive and negative, to the Data Center in the interests of progress in travel research.

The individual state estimates should not necessarily be viewed as substitutes for major state research projects on the impact of travel and tourism. Rather, the user should compare the methodologies and results, and draw his own conclusions regarding the validity of differing approaches and estimates.

In the Appendices, the Travel Economic Impact Model is summarized, and a glossary of terms is provided. Research sources used in producing these estimates are also listed in an appendix.

1982 TRAVEL EXPENDITURES IN THE U.S.

During 1982, Americans spent $185 billion in the U.S. on travel away from home in their own country. This includes expenditures while traveling away from home overnight or to places 100 miles or more away. The 1982 domestic total is a 3.5 percent increase over the previous year.

As indicated in Table 1, spending on meals while traveling accounted for more than one-quarter of travel spending in 1982, to lead all categories. Traveler spending on auto transportation, including trucks, recreational vehicles and rental vehicles, accounted for somewhat less than food. Moreover, this total declined from 1981 as Americans enjoyed reduced costs of gasoline, and the average miles-per-gallon of the U.S. automobile fleet rose.

Table 1: Travel Expenditures in the U.S., 1982

Expenditure category	Expenditures ($ billions)	Percent of U.S. total	Percent change from 1981
Public transportation	$ 38.1	20.6	3.5%
Auto transportation	42.7	23.1	-1.8
Lodging	29.1	15.7	10.0
Food	46.8	25.3	4.3
Entertainment and recreation	16.3	8.8	7.2
Incidentals	11.9	6.4	2.9
U.S. total	$185.0	100.0	3.5%
U.S. territories	0.8		2.9
Foreign visitor spending	12.4		-4.0
Grand total	$198.2		3.0%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Traveler expenditures on auto transportation declined from 1981 as Americans enjoyed lower gasoline prices and an increase in the average miles-per-gallon of the U.S. automobile fleet. Expenditures on lodging increased at a faster rate than any other item, reflecting a double-digit increase in hotel/motel room rates.

Traveler spending for hotel/motel lodging must be distinguished from total receipts of commercial lodging facilities. The latter includes all sales income of hotels, motels and motor hotels from room sales, food and beverage sales, concessions, telephone service, valet and other services to customers. The TEIM cannot distinguish meals purchased in restaurants operated by hotels and motels from those purchased in separate restaurants. Consequently, some of the food purchases estimated by the model took place in commercial lodging facilities although attributed herein to "foodservice."

This explains how changes in lodging expenditures by travelers may differ from variations in total lodging industry receipts as reported by the U.S. Bureau of the Census or other organizations. Moreover, this convention also affects TEIM estimates of travel-generated payroll and employment for lodging and foodservice.

Data were obtained from the official travel development offices in American Samoa, Guam, the Marianas, Puerto Rico and the U.S. Virgin Islands on visitor expenditures and their impact. Based on these reports, the Data Center estimates that U.S. visitors to these U.S. territories spent $808 million in 1982, up 2.9 percent from the previous year. Foreign visitor spending in these territories is included the U.S. Department of Commerce estimates of total foreign visitor expenditures in the U.S.

According to the Commerce Department, foreign visitors spent $12,393 million while traveling in the U.S. and its territories, dropping four percent from revised estimates from the previous year. This is the first such decline the U.S. has suffered in 30 years, and is due to the substantial strengthening of the U.S. dollar against virtually all major foreign currencies. This spending does not include receipts of U.S. carriers for international transportation of foreign nationals.

Together U.S. residents and foreign visitors spent more than $198 billion on travel in the U.S. and its territories during 1982, for an overall increase of three percent. Total travel spending in the U.S. accounted for 6.4 percent of the nation's gross national product (GNP) during 1982, and grew somewhat slower than GNP's four-percent advance.

Table 2 shows travel spending in six categories by state visited by U.S. travelers during 1982. Foreign visitor expenditures are not distributed by state as there is no acceptable allocation method at this time. The Table 2 figures comprise total spending by U.S. travelers in the fifty states and the District of Columbia, including sales and gross receipts taxes paid.

The average state garnered $3.6 billion in U.S. travel spending in 1982, and sixteen states exceed this. A total of 41 states received more than one billion dollars from U.S. travelers in 1982.

Table 3 provides analytical data on U.S. travel spending in each state: percent change from the previous year, share of U.S. travel expenditures, and rank by volume of expenditures in each state. Tennessee, benefitting from the world's fair in Knoxville, posted the largest percentage increase. Four states in all posted double-digit advances from 1981. Twelve states suffered declines, with Wyoming posting the largest percentage drop from 1981.

California led all other states with U.S. travel spending of over $24 billion in 1982, thirteen percent of the total for the nation. Florida was second with more than $14 billion, followed by Texas.

TABLE 2: 1982 U.S. DOMESTIC TRAVEL EXPENDITURES FOR ALL TRIPS (MILLIONS)

	Public Transportation	Auto Transportation	Lodging	Foodservice
ALABAMA	$ 152.6	$ 322.6	$ 218.5	$ 392.1
ALASKA	316.5	153.2	107.4	182.8
ARIZONA	570.1	686.8	454.6	695.3
ARKANSAS	91.0	394.6	208.3	546.3
CALIFORNIA	6,784.4	5,390.1	3,475.0	5,925.5
COLORADO	983.7	581.0	700.9	1,033.4
CONNECTICUT	382.7	1,170.2	114.5	294.6
DELAWARE	31.8	70.4	117.1	163.1
FLORIDA	2,483.0	2,869.0	3,535.0	3,878.5
GEORGIA	682.1	1,813.9	553.4	967.3
HAWAII	642.9	351.7	641.8	470.3
IDAHO	108.0	141.6	128.0	312.2
ILLINOIS	1,405.1	1,643.1	514.7	1,190.4
INDIANA	379.6	658.3	257.2	628.1
IOWA	278.0	420.7	186.0	467.2
KANSAS	256.3	505.4	149.7	391.1
KENTUCKY	210.9	835.9	223.7	497.2
LOUISIANA	547.9	1,109.2	376.1	819.7
MAINE	98.1	141.2	388.3	412.5
MARYLAND	1,106.1	395.3	363.0	839.8
MASSACHUSETTS	1,224.4	1,250.9	719.8	796.3
MICHIGAN	1,000.7	1,231.9	919.6	1,199.9
MINNESOTA	874.2	962.9	613.5	946.0
MISSISSIPPI	111.4	283.9	126.6	354.2
MISSOURI	848.7	1,123.2	775.8	870.0
MONTANA	24.5	127.2	124.7	209.6
NEBRASKA	171.1	274.5	101.1	320.3
NEVADA	428.0	771.4	768.8	859.7
NEW HAMPSHIRE	32.4	179.4	336.3	299.0
NEW JERSEY	2,062.2	552.7	929.0	1,544.3

TABLE 2: 1982 U.S. DOMESTIC TRAVEL EXPENDITURES FOR ALL TRIPS
(MILLIONS)

	Public Transportation	Auto Transportation	Lodging	Foodservice
NEW MEXICO	$ 195.3	$ 242.5	$ 192.0	$ 474.4
NEW YORK	2,940.7	3,306.4	2,210.4	3,160.9
NORTH CAROLINA	569.6	911.2	710.3	1,196.2
NORTH DAKOTA	84.7	228.5	52.9	171.9
OHIO	1,320.7	1,664.3	486.4	1,286.1
OKLAHOMA	541.4	439.1	307.5	867.5
OREGON	472.6	429.9	232.6	630.1
PENNSYLVANIA	1,707.5	1,572.5	954.1	1,813.5
RHODE ISLAND	62.2	94.1	38.0	105.0
SOUTH CAROLINA	187.4	555.1	463.4	846.9
SOUTH DAKOTA	51.6	119.6	73.9	134.6
TENNESSEE	322.3	689.9	550.8	1,025.2
TEXAS	2,984.2	3,120.0	2,185.9	3,451.4
UTAH	232.2	192.9	190.9	392.0
VERMONT	39.8	96.1	207.6	407.9
VIRGINIA	592.2	801.7	649.5	857.9
WASHINGTON	623.2	654.4	231.7	657.7
WEST VIRGINIA	73.1	278.9	248.6	323.4
WISCONSIN	436.7	653.4	644.7	1,064.1
WYOMING	78.1	176.0	123.0	193.8
DISTRICT OF COLUMBIA	280.3	98.0	258.8	248.9
TOTAL	$38,084.2	$42,736.7	$29,141.4	$46,816.1

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

TABLE 2: 1982 U.S. DOMESTIC TRAVEL EXPENDITURES FOR ALL TRIPS (MILLIONS)

	Entertainment and Recreational	Incidental Purchases	Total
ALABAMA	$ 111.6	$ 121.5	$ 1,318.9
ALASKA	29.3	32.1	821.4
ARIZONA	170.9	190.0	2,767.6
ARKANSAS	139.6	156.3	1,536.1
CALIFORNIA	1,530.7	1,481.5	24,587.1
COLORADO	417.3	295.9	4,012.2
CONNECTICUT	88.4	78.8	2,129.0
DELAWARE	43.6	39.8	465.9
FLORIDA	893.8	941.5	14,600.8
GEORGIA	265.7	250.8	4,533.1
HAWAII	85.5	93.8	2,286.0
IDAHO	50.3	59.9	800.0
ILLINOIS	362.9	328.3	5,444.5
INDIANA	182.3	191.7	2,297.2
IOWA	119.2	122.8	1,593.9
KANSAS	116.7	117.9	1,537.1
KENTUCKY	137.5	135.8	2,041.0
LOUISIANA	205.0	190.2	3,248.1
MAINE	100.7	98.6	1,239.3
MARYLAND	186.4	194.9	3,085.5
MASSACHUSETTS	192.8	191.2	4,375.3
MICHIGAN	422.5	352.6	5,127.2
MINNESOTA	318.4	252.5	3,967.5
MISSISSIPPI	93.5	101.6	1,071.2
MISSOURI	272.2	261.0	4,150.9
MONTANA	62.1	61.1	609.2
NEBRASKA	89.0	89.6	1,045.6
NEVADA	2,522.0	161.8	5,511.8
NEW HAMPSHIRE	106.7	82.4	1,036.1
NEW JERSEY	1,694.5	349.2	7,132.0

TABLE 2: 1982 U.S. DOMESTIC TRAVEL EXPENDITURES FOR ALL TRIPS (MILLIONS)

	Entertainment and Recreational	Incidental Purchases	Total
NEW MEXICO	$ 119.4	$ 104.3	$ 1,327.8
NEW YORK	654.2	617.0	12,889.6
NORTH CAROLINA	332.9	324.5	4,044.7
NORTH DAKOTA	41.4	52.3	631.7
OHIO	342.2	339.8	5,439.5
OKLAHOMA	261.5	249.6	2,666.5
OREGON	159.6	152.0	2,076.7
PENNSYLVANIA	516.0	497.6	7,061.2
RHODE ISLAND	26.9	28.6	354.7
SOUTH CAROLINA	203.7	210.2	2,466.7
SOUTH DAKOTA	39.0	42.0	460.6
TENNESSEE	314.2	265.3	3,167.6
TEXAS	1,013.6	960.7	13,715.6
UTAH	118.2	105.8	1,231.9
VERMONT	95.7	78.7	925.7
VIRGINIA	228.1	233.2	3,362.5
WASHINGTON	203.4	179.6	2,550.0
WEST VIRGINIA	97.2	92.7	1,113.9
WISCONSIN	396.6	278.5	3,474.0
WYOMING	71.5	57.4	699.9
DISTRICT OF COLUMBIA	43.8	40.8	970.6
TOTAL	$16,290.2	$11,935.7	$185,002.9

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

TABLE 3: 1982 U.S. DOMESTIC TRAVEL EXPENDITURES FOR ALL TRIPS, STATE RANKING, SHARES AND PERCENT CHANGE.

State	1982 travel expenditures ($ billions)	Change from 1981 (percent)	Share of U.S. total (percent)	Rank
Alabama	$1.320	7.3%	.71%	35
Alaska	.821	4.7	.44	44
Arizona	2.768	3.6	1.50	22
Arkansas	1.536	.1	.83	33
California	24.586	2.7	13.29	1
Colorado	4.012	8.9	2.17	15
Connecticut	2.129	1.6	1.15	28
Delaware	.466	.9	.25	49
Florida	14.601	5.7	7.89	2
Georgia	4.533	1.3	2.45	11
Hawaii	2.286	1.7	1.24	27
Idaho	.800	-3.1	.43	45
Illinois	5.444	-1.4	2.94	8
Indiana	2.297	-3.9	1.24	26
Iowa	1.594	-1.0	.86	31
Kansas	1.537	2.1	.83	32
Kentucky	2.042	.0	1.10	30
Louisiana	3.248	3.3	1.76	19
Maine	1.240	3.4	.67	36
Maryland	3.085	12.8	1.67	21
Massachusetts	4.375	2.6	2.36	12
Michigan	5.129	-2.5	2.77	10
Minnesota	3.968	.1	2.14	16
Mississippi	1.071	2.3	.58	39
Missouri	4.151	1.8	2.24	13
Montana	.609	-2.7	.33	48
Nebraska	1.045	-1.7	.56	40
Nevada	5.512	1.1	2.98	7
New Hampshire	1.035	2.4	.56	41
New Jersey	7.131	11.1	3.85	5

TABLE 3: 1982 U.S. DOMESTIC TRAVEL EXPENDITURES FOR ALL TRIPS, STATE RANKING, SHARES AND PERCENT CHANGE - CONTINUED

State	1982 travel expenditures ($ billions)	Change from 1981 (percent)	Share of U.S. total (percent)	Rank
New Mexico	1.327	8.7%	.72%	34
New York	12.889	3.5	6.97	4
North Carolina	4.045	6.4	2.19	14
North Dakota	.632	-2.3	.34	47
Ohio	5.439	-2.8	2.94	9
Oklahoma	2.666	14.0	1.44	23
Oregon	2.078	1.6	1.12	29
Pennsylvania	7.061	2.0	3.82	6
Rhode Island	.355	-3.0	.19	51
South Carolina	2.466	5.3	1.33	25
South Dakota	.462	1.3	.25	50
Tennessee	3.167	19.4	1.71	20
Texas	13.716	8.8	7.41	3
Utah	1.232	2.8	.67	37
Vermont	.927	-3.8	.50	43
Virginia	3.362	1.1	1.82	18
Washington	2.550	.4	1.38	24
West Virginia	1.114	2.0	.60	38
Wisconsin	3.474	3.0	1.88	17
Wyoming	.699	-5.0	.38	46
Dist. of Col.	.971	.6	.52	42
Total U.S.	$185.005	3.5%	100.00%	

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1982 TRAVEL-GENERATED BUSINESS RECEIPTS

Travel-generated business receipts differ from travel expenditures by excluding federal, state, local and territorial retail sales, occupancy, admission and other taxes collected by establishments directly from customers and paid directly to taxing authorities. These estimates are useful for comparing with business sales and receipt data published by the U. S. Department of Commerce.

In 1982, travel-related businesses in the 50 states and the District of Columbia enjoyed sales of more than $178 billion from travelers. This is a 2.9 percent increase over the 1981 total.

As indicated in Table 4, the foodservice industry accounted for one-quarter of the total, more than any other industry category. Included in this total are food and beverage services in hotels and motels as well as other retail eating and drinking places. Consequently, the business receipts shown below for the lodging industry will be smaller than most published estimates because they exclude revenue from food and beverage service.

Table 4: Travel-generated Business Receipts in the U.S., 1982

Industry category	Business receipts (billions)	Percent of U.S. total	Percent of expenditures
Public transportation	$ 36.6	20.5%	96.1%
Auto transportation	41.6	23.4	97.4
Lodging	28.2	15.8	96.7
Foodservice	44.7	25.1	95.4
Entertainment and recreation	15.7	8.8	96.6
General retail trade	11.4	6.4	95.4
U.S. total	$178.2	100.0	96.3%
U.S. territories	0.1		
Foreign visitor-generated	11.9		
Grand total	$190.9		

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

Readers should note that these 1982 estimates are not comparable to those for previous years for auto transportation and the total. State and federal gasoline excise taxes are included in the 1982 business receipt estimates to be more comparable with Commerce Department figures. They were excluded in earlier tables.

Overall, travel-generated business receipts comprise 96 percent of travel spending in the U.S.. The balance is accounted for by retail sales taxes. Among the categories, the proportions range from 95 percent for foodservice and general retail trade to more than 97 percent for auto transportation.

This indicates foodservice and retail trade are relatively highly taxed at the retail level among travel spending categories, while auto transportation is taxed less at this level. Of course, gasoline excise taxes comprise a significant percentage of auto transportation expenditures but are paid by wholesales and not directly by the consumer.

The Data Center estimates business receipts resulting from U.S. visitor spending in the U.S. territories totaled $778 million in 1982. Foreign visitor expenditures produced $11,934 million, but these cannot be distributed among the business categories or the states at the present time as U.S.-generated receipts can.

During 1982, all travelers in the U.S. and its territories produced nearly $191 billion in sales revenue for American business firms.

Table 5 details how business receipts produced by U.S. travel expenditures are distributed among six industry categories in each of the fifty states and the District of Columbia. Businesses in the average state earned receipts of $3.5 billion in 1982.

The states' ranking generally follows that for travel expenditures. California is first in travel-generated business receipts with over $23 billion. Florida is second with $14 billion. In all, four states enjoyed more than $10 billion in these business receipts, while 42 show more than $1 billion.

At the other end of the scale, Rhode Island, Delaware and South Dakota indicate less than $500 million in travel-generated business receipts.

TABLE 5: 1982 U.S. DOMESTIC TRAVEL-GENERATED BUSINESS RECEIPTS (MILLIONS)

	Public Transportation	Auto Transportation	Lodging	Foodservice
ALABAMA	$ 147.1	$ 319.4	$ 210.2	$ 372.0
ALASKA	302.9	152.9	107.0	181.9
ARIZONA	546.1	682.7	440.4	662.6
ARKANSAS	88.2	393.2	204.6	530.2
CALIFORNIA	6,505.8	5,124.6	3,349.3	5,590.1
COLORADO	945.9	576.9	672.4	985.3
CONNECTICUT	367.8	1,130.8	106.7	274.0
DELAWARE	30.5	70.4	112.7	163.1
FLORIDA	2,390.2	2,734.4	3,415.1	3,705.8
GEORGIA	653.0	1,761.0	538.7	939.1
HAWAII	613.8	338.1	617.4	452.2
IDAHO	103.8	140.5	124.9	303.1
ILLINOIS	1,349.0	1,570.3	487.6	1,128.7
INDIANA	366.6	625.9	244.8	594.0
IOWA	268.6	417.5	181.5	453.6
KANSAS	246.5	500.2	145.5	379.1
KENTUCKY	202.4	828.3	214.6	473.5
LOUISIANA	526.3	1,092.2	356.8	775.9
MAINE	94.2	140.0	379.2	392.9
MARYLAND	1,063.4	389.8	348.1	799.8
MASSACHUSETTS	1,174.7	1,220.5	693.6	758.4
MICHIGAN	959.8	1,184.5	906.9	1,153.7
MINNESOTA	839.8	949.3	598.2	900.6
MISSISSIPPI	107.1	281.0	119.5	334.2
MISSOURI	815.8	1,107.2	754.9	827.6
MONTANA	23.5	127.2	124.7	209.6
NEBRASKA	165.6	272.7	97.8	308.3
NEVADA	410.5	767.4	755.4	842.8
NEW HAMPSHIRE	32.4	179.4	336.3	299.0
NEW JERSEY	1,974.7	543.0	896.2	1,470.8

TABLE 5: 1982 U.S. DOMESTIC TRAVEL-GENERATED BUSINESS RECEIPTS
(MILLIONS)

	Public Transportation	Auto Transportation	Lodging	Foodservice
NEW MEXICO	$ 185.8	$ 240.8	$ 180.8	$ 444.4
NEW YORK	2,829.6	3,147.1	2,126.4	2,954.1
NORTH CAROLINA	550.7	902.3	698.0	1,150.2
NORTH DAKOTA	81.9	226.2	50.8	164.3
OHIO	1,273.6	1,639.7	466.6	1,231.4
OKLAHOMA	520.1	436.2	299.5	838.0
OREGON	453.5	429.9	232.6	630.1
PENNSYLVANIA	1,648.9	1,542.6	915.1	1,710.9
RHODE ISLAND	59.9	93.3	36.1	99.1
SOUTH CAROLINA	182.1	551.2	449.3	814.3
SOUTH DAKOTA	49.9	118.7	71.4	128.7
TENNESSEE	312.6	684.2	523.1	968.3
TEXAS	2,871.6	3,069.9	2,114.2	3,295.2
UTAH	221.3	191.8	184.2	373.7
VERMONT	38.9	95.7	203.6	392.2
VIRGINIA	574.0	792.4	625.8	824.6
WASHINGTON	600.1	643.0	219.9	620.3
WEST VIRGINIA	71.2	275.5	243.6	308.0
WISCONSIN	422.1	648.3	632.7	1,020.0
WYOMING	75.7	175.5	119.6	187.1
DISTRICT OF COLUMBIA	269.5	97.2	246.5	237.0
TOTAL	$36,609.0	$41,622.8	$28,180.8	$44,653.8

Note: Details may not add to totals due to rounding
Source: U.S. Travel Data Center

TABLE 5: 1982 U.S. TRAVEL-GENERATED BUSINESS RECEIPTS (MILLIONS)

	Entertainment and Recreation	General Retail Trade	Total
ALABAMA	$ 105.9	$ 115.3	$ 1,269.9
ALASKA	29.2	32.0	805.8
ARIZONA	162.9	181.0	2,675.8
ARKANSAS	135.5	151.7	1,503.4
CALIFORNIA	1,526.9	1,397.6	23,494.4
COLORADO	397.9	282.1	3,860.5
CONNECTICUT	88.4	73.3	2,040.9
DELAWARE	43.6	39.8	460.1
FLORIDA	854.0	899.6	13,999.2
GEORGIA	258.0	243.5	4,393.4
HAWAII	82.2	90.1	2,193.9
IDAHO	48.8	58.2	779.4
ILLINOIS	362.9	311.3	5,209.8
INDIANA	172.4	181.3	2,184.9
IOWA	115.7	119.2	1,556.1
KANSAS	113.1	114.3	1,498.8
KENTUCKY	137.5	129.4	1,985.6
LOUISIANA	194.1	180.0	3,125.2
MAINE	100.7	93.9	1,200.8
MARYLAND	186.4	185.6	2,973.2
MASSACHUSETTS	192.8	182.1	4,222.1
MICHIGAN	422.5	339.0	4,966.5
MINNESOTA	303.1	240.4	3,831.4
MISSISSIPPI	93.5	95.8	1,031.1
MISSOURI	258.9	248.3	4,012.6
MONTANA	62.1	61.1	608.2
NEBRASKA	85.6	86.3	1,016.2
NEVADA	2,322.3	158.7	5,256.9
NEW HAMPSHIRE	106.7	82.4	1,036.1
NEW JERSEY	1,621.5	332.6	6,838.7

TABLE 5: 1982 U.S. TRAVEL-GENERATED BUSINESS RECEIPTS (MILLIONS)

	Entertainment and Recreation	General Retail Trade	Total
NEW MEXICO	$ 111.8	$ 97.7	$ 1,261.3
NEW YORK	611.4	576.6	12,245.3
NORTH CAROLINA	332.9	312.0	3,946.1
NORTH DAKOTA	39.6	50.0	612.8
OHIO	342.2	325.3	5,278.9
OKLAHOMA	252.6	241.1	2,587.6
OREGON	159.6	152.0	2,057.6
PENNSYLVANIA	516.0	469.4	6,803.0
RHODE ISLAND	26.9	26.9	342.2
SOUTH CAROLINA	195.9	202.2	2,395.0
SOUTH DAKOTA	39.0	40.2	447.8
TENNESSEE	314.2	250.6	3,053.1
TEXAS	1,013.6	917.2	13,281.8
UTAH	112.7	100.8	1,184.5
VERMONT	92.0	75.7	898.1
VIRGINIA	219.3	224.2	3,260.3
WASHINGTON	191.9	169.3	2,444.5
WEST VIRGINIA	92.6	88.3	1,079.1
WISCONSIN	380.1	266.9	3,370.2
WYOMING	69.0	55.4	682.4
DISTRICT OF COLUMBIA	41.7	38.9	930.8
TOTAL	$15,740.1	$11,386.6	$178,193.3

Note: Details may not add totals due to rounding.
Source: U.S. Travel Data Center

1982 TRAVEL-GENERATED PAYROLL INCOME

Domestic travel spending by U.S. residents directly generated $41 billion in wage and salary, or payroll, income during 1982. This was a 5.5 percent increase over the previous year and exceeded the increase in total U.S. wage and salary disbursements (5.0 percent). Table 6 shows the distribution of payroll income directly generated by travel spending in the states among broad industry categories.

Payroll generated by travel spending in foodservice facilities accounted for nearly one-third of the total, while public transportation provided one-quarter. Travel arrangement, comprising travel agents and tour operators, accounted for the smallest proportion of the industry categories shown.

On the other hand, travel arrangement posted the highest growth rate in travel-generated payroll, up more than thirteen percent over 1981. Lodging also showed a double-digit growth rate.

Table 6: Travel-generated Payroll in the U.S., 1982.

Industry category	Payroll ($billions)	Percent of U.S. total	Percent change from 1981
Public transportation	$10.6	25.8%	5.2%
Auto transportation	3.2	7.8	3.6
Lodging	7.2	17.5	12.2
Foodservice	11.9	29.1	0.3
Entertainment and recreation	5.0	12.2	9.8
General retail trade	1.6	4.0	3.7
Travel arrangement	1.5	3.6	13.5
U.S. total	$41.0	100.0	5.5%
U.S. territories	0.2		4.9
Foreign visitor-generated	2.7		-2.2
Grand total	$43.9		5.0%

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

U.S. travelers in our territories generated nearly $180 million in wage and salary income, according to information supplied to the Data Center. Foreign visitors in the states and territories accounted for $2.745 billion in U.S. payroll, a two percent decline from 1981.

Total U.S. wage and salary income directly generated by spending of all travelers in the states and territories reached nearly $44 billion in 1982, an increase of five percent from the previous year. This matches the growth rate for total U.S. wage and salary disbursements in 1982.

A dollar of travel spending generates different amounts of payroll income in different sectors of the travel industry depending on labor content of the service and the wage structure. For example, public transportation accounts for less than 21 percent of travel spending but nearly 26 percent of travel-generated payroll. This reflects the relatively high wage structure in public transportation and the importance of labor in producing this service.

Auto transportation, on the other hand, requires little labor per dollar of receipts, and gasoline service station employees receive relatively low wages. Consequently, auto transportation comprises nearly one-quarter of U.S. travel spending but less than one-tenth of travel-generated payroll.

On the average, one dollar in travel spending directly generated 22.1 cents in wage and salary income during 1982. The ratio of payroll to employment for all travel-generated jobs in the U.S. was $9,400 per job, an increase of 5.6 percent over 1981. The average ranged from $23,500 in public transportation to $5,900 per job in foodservice. These figures reflect both the average hourly wage in each sector and the number of hours worked per job per year. Foodservice and lodging employment have relative low payroll per job averages primarily due to the seasonal nature of the business and part-time nature of many of the jobs.

Table 7 displays payroll income generated by U.S. travlers in each of the 50 states and the District of Columbia during 1982.

The average state benefitted from $803 million in U.S. travel-generated labor income. California led with nearly $5.7 billion of this income, followed by Florida with $3.2 billion. Eleven states in all show more than one billion dollars of this wage and salary income.

South Dakota and Rhode Island indicate less than $100 million in travel-generated payroll for 1982, the lowest levels among all states.

TABLE 7: 1982 U.S. TRAVEL-GENERATED PAYROLL (MILLIONS)

	Public Transportation	Auto Transportation	Lodging	Foodservice
ALABAMA	$ 41.9	$ 19.4	$ 52.8	$ 93.4
ALASKA	89.3	17.4	27.8	53.7
ARIZONA	159.1	41.6	103.9	174.1
ARKANSAS	22.3	24.2	46.5	133.2
CALIFORNIA	1,901.5	395.5	824.7	1,587.1
COLORADO	260.9	39.7	181.0	274.1
CONNECTICUT	124.6	113.1	33.4	75.9
DELAWARE	26.3	3.9	29.7	40.7
FLORIDA	654.4	193.9	845.8	962.3
GEORGIA	182.2	161.0	153.0	240.1
HAWAII	185.2	38.8	185.2	133.8
IDAHO	28.2	8.8	35.3	76.6
ILLINOIS	407.5	149.5	146.1	297.1
INDIANA	121.4	42.5	66.3	154.7
IOWA	71.4	29.4	47.7	111.7
KANSAS	69.0	38.1	39.2	98.9
KENTUCKY	58.8	54.7	55.4	121.6
LOUISIANA	157.7	82.1	107.3	205.5
MAINE	27.2	8.6	87.3	99.4
MARYLAND	318.5	28.5	94.9	207.8
MASSACHUSETTS	350.8	121.0	177.0	204.9
MICHIGAN	276.9	77.2	190.9	297.3
MINNESOTA	237.7	67.5	142.4	251.8
MISSISSIPPI	26.2	16.8	34.3	85.3
MISSOURI	233.0	83.5	185.8	221.2
MONTANA	7.1	7.6	28.3	51.2
NEBRASKA	44.4	17.7	27.1	77.5
NEVADA	120.3	56.9	239.7	225.8
NEW HAMPSHIRE	4.4	9.6	71.8	75.5
NEW JERSEY	592.2	40.6	231.0	382.9

TABLE 7: 1982 U.S. TRAVEL-GENERATED PAYROLL (MILLIONS)

	Public Transportation	Auto Transportation	Lodging	Foodservice
NEW MEXICO	$ 53.4	$ 15.0	$ 45.7	$ 117.0
NEW YORK	845.6	258.4	559.3	852.3
NORTH CAROLINA	143.5	62.8	153.3	300.0
NORTH DAKOTA	21.3	17.9	12.8	43.9
OHIO	334.9	126.8	134.3	318.2
OKLAHOMA	147.9	27.0	74.5	220.3
OREGON	130.2	28.2	50.0	163.5
PENNSYLVANIA	500.0	117.3	242.8	433.8
RHODE ISLAND	24.2	5.4	11.8	26.7
SOUTH CAROLINA	45.7	33.1	110.2	200.6
SOUTH DAKOTA	13.6	7.4	15.6	33.2
TENNESSEE	78.5	41.0	137.6	248.9
TEXAS	782.8	254.6	529.0	884.5
UTAH	67.0	10.7	42.2	99.1
VERMONT	8.3	5.5	51.3	101.1
VIRGINIA	141.9	61.8	152.5	223.3
WASHINGTON	164.1	47.1	59.7	174.4
WEST VIRGINIA	18.1	17.4	65.8	78.9
WISCONSIN	111.3	39.6	133.9	261.9
WYOMING	18.9	11.1	27.5	46.7
DISTRICT OF COLUMBIA	118.1	7.7	88.5	75.6
TOTAL	$ 10,569.7	$ 3,184.9	$ 7,189.9	$ 11,919.0

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

TABLE 7: 1982 U.S. TRAVEL-GENERATED PAYROLL (MILLIONS)

	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
ALABAMA	$ 30.9	$ 17.1	$ 5.6	$ 261.1
ALASKA	7.6	4.6	9.4	209.8
ARIZONA	50.8	25.5	18.1	573.0
ARKANSAS	36.5	19.3	2.6	284.7
CALIFORNIA	493.0	206.6	272.3	5,680.6
COLORADO	115.8	40.0	25.7	937.1
CONNECTICUT	23.3	10.4	31.1	411.8
DELAWARE	11.4	5.0	1.8	118.8
FLORIDA	290.2	133.2	81.8	3,161.6
GEORGIA	84.5	36.7	19.3	876.8
HAWAII	28.3	12.1	38.3	621.7
IDAHO	13.2	7.7	3.3	173.2
ILLINOIS	104.7	48.0	87.7	1,240.5
INDIANA	52.4	25.1	11.7	474.1
IOWA	31.0	16.6	7.4	315.3
KANSAS	30.6	15.7	11.6	303.1
KENTUCKY	37.6	18.0	4.8	351.0
LOUISIANA	62.5	27.4	11.7	654.2
MAINE	29.0	11.2	2.2	264.8
MARYLAND	61.0	27.0	20.7	758.4
MASSACHUSETTS	57.6	25.5	65.7	1,002.6
MICHIGAN	120.0	50.6	35.7	1,048.6
MINNESOTA	99.7	35.3	27.8	862.3
MISSISSIPPI	22.1	13.4	3.1	201.1
MISSOURI	89.3	38.0	29.8	880.5
MONTANA	17.4	7.9	3.0	122.5
NEBRASKA	24.0	11.6	5.9	208.2
NEVADA	851.8	21.6	9.2	1,525.3
NEW HAMPSHIRE	29.9	9.8	4.3	205.3
NEW JERSEY	530.2	47.0	54.9	1,878.8

TABLE 7: 1982 U.S. TRAVEL-GENERATED PAYROLL (MILLIONS)

	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
NEW MEXICO	$ 31.5	$ 13.4	$ 3.9	$ 280.0
NEW YORK	205.4	91.7	203.3	3,016.0
NORTH CAROLINA	95.9	45.5	10.2	811.1
NORTH DAKOTA	10.0	6.6	1.7	114.3
OHIO	103.2	49.4	34.3	1,101.1
OKLAHOMA	69.3	31.9	9.9	580.8
OREGON	49.6	19.6	13.4	454.4
PENNSYLVANIA	155.1	69.2	56.2	1,574.3
RHODE ISLAND	8.3	3.7	5.1	85.2
SOUTH CAROLINA	55.2	30.0	5.0	479.7
SOUTH DAKOTA	9.7	5.2	2.1	86.8
TENNESSEE	88.6	37.9	12.0	644.6
TEXAS	299.3	131.3	94.8	2,976.5
UTAH	39.4	13.9	8.8	281.0
VERMONT	30.9	9.3	2.2	208.7
VIRGINIA	69.1	32.0	23.0	703.6
WASHINGTON	59.4	25.8	43.1	573.6
WEST VIRGINIA	23.7	12.1	1.5	217.5
WISCONSIN	117.0	39.6	21.8	725.1
WYOMING	19.7	7.0	2.0	132.9
DISTRICT OF COLUMBIA	11.0	6.3	15.4	322.5
TOTAL	$ 4,987.6	$ 1,649.3	$ 1,476.2	$ 40,976.5

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1982 TRAVEL-GENERATED EMPLOYMENT

U.S. travel expenditures on domestic trips directly generated nearly 4.4 million jobs during 1982, a 0.3 percent decline from 1981. This is the first employment decline in the 5 years for which we have consistent data. Table 8 displays the distribution of these jobs among major travel industry categories.

Foodservice accounted for nearly one-half of all travel-generated jobs in 1982. As discussed in earlier sections, a portion of this employment occurs in hotels and other lodging places rather than individual eating and drinking places and is often included in measures of total lodging employment.

Lodging while traveling away from home provided over three-quarters of a million jobs, the second largest of any category listed. Lodging accounts for more travel-generated emloyment and all transportation components combined.

Employment in travel arrangement, including travel agencies and tour operations, increased nearly seven percent to lead all

Table 8: Travel-generated Employment in the U.S., 1982.

Industry category	Employment (thousands)	Percent of U.S. total	Percent change from 1981
Public transportation	450	10.3%	0.3%
Auto transportation	269	6.2	-1.3
Lodging	818	18.8	5.4
Foodservice	2,006	46.1	-3.8
Entertainment and recreation	517	11.8	3.9
General retail trade	185	4.2	-1.2
Travel arrangement	110	2.5	6.9
U.S. total	4,355	100.0	-0.3%
U.S. territories	30		-1.0
Foreign visitor-generated	292		-7.3
Grand total	4,677		-0.8%

Note: details may not add to totals due to rounding.
Source: U.S. Travel Data Center

components in growth. Lodging showed the next largest rate of increase. Unfortunately, travel-generated employment declined in foodservice and general retail trade.

The spending of U.S. travelers in U.S. territories produced slightly more than 30 thousand jobs, a small decline from revised 1981 estimates. Foreign visitors to the states and territories accounted for 292 thousand U.S. jobs, a decline of more than seven percent from revised 1981 estimates.

In all, travel expenditures in the U.S. generated more than 4.6 million full- and part-time jobs for American residents during 1982, 5.2 percent of total nonagricultural employment in the nation. The decline of less than one percent from 1981 is about half of the 1.7 percent decline in overall U.S. employment in response to the recession.

The ratio of travel expenditures to the jobs directly generated by them indicates the average amount of this spending required to directly support one job in the travel industry. The ratio for 1982 is $42,480, up less than five percent from the previous year. This magnitude changes each year in response to changes in wage rates, the full-time/part-time/seasonal employment mix in the industry, and the distribution of travel spending among the industry components.

Table 9 offers perspectives on the importance of travel-generated employment in each of the states and the District of Columbia. Employment generated by foreign visitors cannot reasonably be distributed among the states with the data now available.

U.S. resident domestic travel spending accounted for 4.8 percent of total nonagricultural payroll employment in this country during 1982. Nevada is most dependent on travel and tourism for its jobs, where nearly one job in three is directly attributable to U.S. travel spending. Vermont and Hawaii are also heavily dependent on this source of employment, both state showing double-digit shares of total employment attributable to travel.

At the other end of the spectrum, Alabama, Connecticut, Illinois and Rhode Island have less than three percent of their total payroll employment attributable to U.S. travel spending in 1982.

The importance of travel-generated employment in the states' economies is also highlighted in the column showing the rank of this employment as a single industry among all industries in each

state in 1982. Total U.S. travel-generated employment is compared to each two-digit industry as defined under the Standard Industrial Classification (SIC) system. Agriculture is treated as a single such industry, but government is excluded due to lack of comparable data. For further discussion of this method, see Frechtling (1977) as listed in Appendix D.

U.S. travel away from home in 1982 directly generated more jobs than any other private industry in in 12 states, and is among the top three employers in 41 states. As Table 9 shows, in no state does travel place lower than tenth among the 69 private major industry groups for which consistent employment data are available.

For the U.S. overall, employment directly generated by U.S. travel ranked second only to the health services industry. Appendix C contains a listing of the industry groups that exceeded travel in producing jobs during 1982.

Table 10 shows employment in each of the fifty states and the District of Columbia directly attributable to U.S. travel spending in 1982. California, with more than one-half million travel-generated jobs, leads all states with nearly 12 percent the total. Florida follows with nearly eight percent. In all, 14 states enjoyed more than one hundred thousand travel-generated jobs in 1982, while the average was somewhat more than 85 thousand jobs.

At the other end of the scale, Rhode Island appears to have the fewest jobs attributable to travel spending during 1982. Seven states in all have fewer than twenty thousand such jobs in 1982.

The economic recession that began in July 1981 deepened in 1982 until reaching bottom in November. This retarded growth in travel spending. Moreover, wage rates continued to rise, reducing the number of jobs supported by a given amount of travel spending. As a result, national travel-generated employment fell from the 1981 level.

Employment directly attributable to travel spending declined in 37 states during 1982. For comparison, total non-agricultural payroll employment fell in 42 states and nationally fell at a rate five times that of travel.

Tennessee, benefitting from the Knoxville World's Fair, showed the greatest percentage increase in travel-generated employment: 13 percent. New Jersey and Oklahoma followed with increases over five percent. Texas showed the largest absolute increase in travel-generated employment: up more than eleven thousand jobs from 1981.

Wyoming suffered the largest relative drop in travel-generated employment in 1982, down 8.5 percent. Five states in all (Wyoming, Montana, Indiana, Minnesota, Vermont, Idaho and Ohio) showed declines of five percent or more. Minnesota and Ohio suffered the largest drop in absolute numbers of jobs generated by travel: nearly seven thousand in each state.

TABLE 9: TRAVEL-GENERATED EMPLOYMENT, SHARE OF TOTAL EMPLOYMENT AND RANK AMONG PRIVATE INDUSTRIES, BY STATE, 1982.

State	Travel-generated employment (thousands)	Share of payroll employment (percent)	Travel-generated employment rank
Alabama	35.3	2.7%	6
Alaska	13.3	6.8	1
Arizona	65.6	6.4	1
Arkansas	43.6	6.1	2
California	512.5	5.2	2
Colorado	101.3	7.7	1
Connecticut	37.4	2.6	10
Delaware	16.7	6.5	2
Florida	338.9	9.0	1
Georgia	96.7	4.4	2
Hawaii	54.9	13.7	1
Idaho	27.2	8.7	1
Illinois	123.1	2.7	8
Indiana	62.2	3.1	6
Iowa	48.3	4.7	3
Kansas	40.0	4.4	3
Kentucky	43.2	3.7	3
Louisiana	71.2	4.4	3
Maine	38.0	9.3	1
Maryland	74.1	4.4	3
Massachusetts	92.3	3.5	6
Michigan	120.4	3.8	5
Minnesota	103.5	6.1	1
Mississippi	29.3	3.7	3
Missouri	97.8	5.1	2
Montana	19.6	7.2	2
Nebraska	32.0	5.3	2
Nevada	121.6	30.0	1
New Hampshire	29.5	7.5	1
New Jersey	169.4	5.5	2

TABLE 9: TRAVEL-GENERATED EMPLOYMENT, SHARE OF TOTAL EMPLOYMENT AND RANK AMONG PRIVATE INDUSTRIES, BY STATE, 1982. - CONTINUED

State	Travel-generated employment (thousands)	Share of payroll employment (percent)	Travel-generated employment rank
New Mexico	37.7	8.0%	1
New York	259.5	3.6	3
North Carolina	105.9	4.5	2
North Dakota	17.4	6.9	2
Ohio	126.5	3.1	6
Oklahoma	66.7	5.4	2
Oregon	54.1	5.6	3
Pennsylvania	179.5	3.9	2
Rhode Island	10.1	2.6	9
South Carolina	68.4	5.9	2
South Dakota	14.3	6.2	2
Tennessee	82.9	4.9	2
Texas	284.2	4.5	3
Utah	37.5	6.7	1
Vermont	33.5	16.6	1
Virginia	82.3	3.9	2
Washington	57.9	3.7	4
West Virginia	29.7	4.9	3
Wisconsin	105.5	5.7	2
Wyoming	18.2	8.4	1
Dist. of Col.	24.2	4.1	5
Total U.S.	4,354.9	4.8%	2

Note: details may not add to total due to rounding.
Source: U.S. Travel Data Center

TABLE 10: 1982 U.S. TRAVEL-GENERATED EMPLOYMENT (THOUSANDS)

	Public Transportation	Auto Transportation	Lodging	Foodservice
ALABAMA	2.3	2.1	7.6	16.6
ALASKA	3.6	1.1	2.3	4.8
ARIZONA	7.0	3.9	12.4	31.6
ARKANSAS	1.5	2.6	6.6	25.4
CALIFORNIA	69.8	27.9	85.1	246.2
COLORADO	10.2	3.3	23.0	47.1
CONNECTICUT	6.1	8.6	4.1	12.6
DELAWARE	1.5	0.4	4.5	8.1
FLORIDA	27.9	17.1	97.0	148.2
GEORGIA	7.2	14.8	18.1	41.2
HAWAII	7.5	3.9	16.2	19.6
IDAHO	1.8	0.9	5.1	15.8
ILLINOIS	16.7	10.9	15.7	54.3
INDIANA	6.9	4.1	10.0	29.7
IOWA	4.4	2.9	7.7	24.6
KANSAS	4.0	3.4	6.2	18.9
KENTUCKY	2.9	5.0	7.6	20.3
LOUISIANA	7.0	7.1	12.8	33.2
MAINE	1.6	0.9	11.8	18.0
MARYLAND	16.9	2.5	11.4	31.6
MASSACHUSETTS	13.9	9.8	19.7	35.1
MICHIGAN	12.6	7.0	21.3	53.7
MINNESOTA	9.0	5.9	17.4	51.4
MISSISSIPPI	1.5	1.7	5.0	15.8
MISSOURI	9.2	7.3	22.7	42.0
MONTANA	0.4	0.9	4.4	9.8
NEBRASKA	2.4	1.8	4.8	16.7
NEVADA	5.6	4.8	18.6	31.5
NEW HAMPSHIRE	0.3	1.1	8.1	14.6
NEW JERSEY	27.0	3.4	19.8	60.1

TABLE 10: 1982 U.S. TRAVEL-GENERATED EMPLOYMENT (THOUSANDS)

	Public Transportation	Auto Transportation	Lodging	Foodservice
NEW MEXICO	3.1	1.5	6.6	20.8
NEW YORK	32.4	18.7	47.6	122.4
NORTH CAROLINA	7.0	6.0	19.5	54.5
NORTH DAKOTA	1.2	1.6	2.2	9.2
OHIO	16.0	10.4	19.4	59.6
OKLAHOMA	6.2	2.5	9.4	36.7
OREGON	6.4	2.6	7.4	28.3
PENNSYLVANIA	23.0	11.8	31.3	81.7
RHODE ISLAND	1.2	0.6	1.5	4.9
SOUTH CAROLINA	2.9	3.6	14.5	36.2
SOUTH DAKOTA	0.8	0.7	2.3	7.4
TENNESSEE	3.9	4.0	18.8	44.0
TEXAS	29.2	19.0	58.6	129.4
UTAH	2.9	1.1	5.6	19.9
VERMONT	0.5	0.7	6.7	19.5
VIRGINIA	5.4	5.6	18.4	38.7
WASHINGTON	6.0	4.2	7.4	28.3
WEST VIRGINIA	1.3	1.7	8.1	13.8
WISCONSIN	5.9	3.9	17.3	54.7
WYOMING	1.2	1.1	3.9	8.2
DISTRICT OF COLUMBIA	4.6	0.7	7.1	9.4
TOTAL	449.8	269.1	818.1	2,006.1

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

TABLE 10: 1982 U.S. TRAVEL-GENERATED EMPLOYMENT (THOUSANDS)

	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
ALABAMA	4.2	2.0	0.5	35.3
ALASKA	0.7	0.3	0.4	13.3
ARIZONA	6.2	2.9	1.6	65.6
ARKANSAS	4.9	2.3	0.3	43.6
CALIFORNIA	41.6	21.7	20.0	512.5
COLORADO	11.1	4.6	2.1	101.3
CONNECTICUT	2.3	1.3	2.4	37.4
DELAWARE	1.4	0.6	0.2	16.7
FLORIDA	27.4	14.7	6.6	338.9
GEORGIA	9.8	4.3	1.4	96.7
HAWAII	3.3	1.3	3.3	54.9
IDAHO	2.4	0.9	0.3	27.2
ILLINOIS	13.9	5.4	6.2	123.1
INDIANA	7.3	3.1	1.0	62.2
IOWA	5.8	2.2	0.7	48.3
KANSAS	4.7	1.9	0.9	40.0
KENTUCKY	4.7	2.3	0.4	43.2
LOUISIANA	7.1	3.1	0.8	71.2
MAINE	4.1	1.3	0.2	38.0
MARYLAND	7.0	3.2	1.6	74.1
MASSACHUSETTS	6.1	3.1	4.7	92.3
MICHIGAN	14.1	5.3	2.8	116.9
MINNESOTA	13.8	4.0	2.0	103.5
MISSISSIPPI	3.4	1.6	0.3	29.3
MISSOURI	10.4	4.1	2.0	97.8
MONTANA	2.9	0.9	0.3	19.6
NEBRASKA	4.3	1.5	0.5	32.0
NEVADA	58.2	2.1	0.8	121.6
NEW HAMPSHIRE	3.9	1.1	0.4	29.5
NEW JERSEY	49.3	5.6	4.3	169.4

TABLE 10: 1982 U.S. TRAVEL-GENERATED EMPLOYMENT (THOUSANDS)

	Entertainment and Recreation	General Retail Trade	Travel Arrangement	Total
NEW MEXICO	4.3	1.6	0.4	38.2
NEW YORK	15.7	9.4	13.2	259.5
NORTH CAROLINA	12.5	5.5	0.9	105.9
NORTH DAKOTA	2.0	0.9	0.1	17.4
OHIO	12.4	5.8	2.8	126.5
OKLAHOMA	7.5	3.6	0.8	66.7
OREGON	6.3	1.9	1.2	54.1
PENNSYLVANIA	18.8	8.1	4.7	179.5
RHODE ISLAND	1.0	0.4	0.4	10.1
SOUTH CAROLINA	7.2	3.7	0.4	68.4
SOUTH DAKOTA	1.8	0.7	0.2	14.3
TENNESSEE	10.1	4.4	0.9	82.9
TEXAS	31.9	12.7	6.3	287.2
UTAH	5.6	1.7	0.8	37.5
VERMONT	4.7	1.1	0.2	33.5
VIRGINIA	8.5	4.0	1.7	82.3
WASHINGTON	6.2	2.5	3.2	57.9
WEST VIRGINIA	3.1	1.5	0.2	29.7
WISCONSIN	16.9	5.0	1.7	105.5
WYOMING	2.8	0.8	0.2	18.2
DISTRICT OF COLUMBIA	0.9	0.6	1.0	24.2
TOTAL	516.6	184.7	110.4	4,354.9

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

1982 TRAVEL-GENERATED TAX RECEIPTS

Travel expenditures and the business and personal income they generate produce tax revenue for federal, state and local governments. U.S. travelers directly generated nearly $20 billion in tax revenue during 1982, a three percent increase over 1981.

Table 11 shows the distribution of 1982 travel-generated tax revenue among levels of government. The federal government accounted for more than half of the tax revenue earned from travel spending during 1982. State governments received one-third, while local governments garnered ten percent.

Table 11: Travel-generated Tax Receipts in the U.S., 1982

Level of government	Tax receipts (billions)	Percent of U.S. total	Percent change from 1981
Federal	$ 11.0	55.1%	2.1%
State	6.8	34.0	2.3
Local	2.2	11.0	3.5
U.S. total	$ 19.9	100.0%	2.4%
U.S. territories	0.1		2.4
Foreign visitor-generated	1.3		-1.2
Grand total	$ 21.4		2.2%

Note: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center

It is interesting to compare this distribution with that for all tax revenue in the U.S. In fiscal 1982, the federal government accounted for 60 percent of all taxes collected in the U.S., more than its share of travel-generated taxes. Similarly, local government collected 15 percent of all taxes for the year, more than its share of taxes from travel.

States, on the other hand, accounted for less than one-quarter of all tax collections, compared to their one-third share of travel-generated taxes. This indicates that state governments are considerably more aggressive in taxing travel-

related activities than the federal government or local governments.

The 2.2 percent increase in travel-generated tax revenue for all governments in 1982 was one percentage point slower than the growth in total tax revenue. Total federal tax collections declined one-tenth of one percent, while travel-generated tax revenue increased more than two percent. State tax revenue increased 8.6 percent overall, considerably faster than the increase in travel revenue of over two percent.

Local government tax revenue grew nine percent in 1982, far outpacing the 3.5 percent in travel-generated local tax revenue.

During 1982, each dollar of travel spending in the U.S. generated 5.9 cents in federal tax revenue, 3.7 cents in state tax revenue, and 1.2 cents in local taxes, for a total of 10.8 cents.

Overall, 1982 travel-generated tax receipts accounted for 3.2 percent of all tax revenue in America. The federal government received 2.7 percent of its tax collections from travel. State governments earned 4.2 percent and local governments, 2.1 percent, of all tax receipts from travel activity. This suggests states are almost twice as dependent on travel and tourism for their tax revenue as other levels of government.

Based upon information supplied by territorial governments, the Data Center estimates that U.S. visitors to the territories generated $79 million in tax revenue. Foreign visitors produced over $1.3 billion in tax revenue during 1982. The Data Center estimates that federal tax revenue generated by foreign visitor spending in the U.S. totaled $702 million for the year.

All told, U.S. and foreign travelers in the fifty states, the District of Columbia and the U.S. territories generated $21.4 billion in tax revenue for U.S. governments, 3.2 percent of all tax collections in 1982. These state and local tax receipts are the product of the tax structures prevailing in the individual states and travel spending patterns in those states.

Table 12 shows estimates of tax receipts generated by U.S. travelers in each of the states and the District of Columbia, by level of government, in 1982. Tax revenue attributable to foreign visitor spending in the U.S. cannot be distributed among the states at this time.

California led all other states with a total of $2.8 billion in travel-related tax collections. New York was second, while Florida and Texas were nearly tied for third place. Montana showed the least amount of tax revenue attributable to travel in 1982, followed closely by Rhode Island.

TABLE 12: 1982 U.S. TRAVEL GENERATED TAX REVENUE (MILLIONS)

	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
ALABAMA	$ 54	$ 53	$ 14	$ 121
ALASKA	56	35	8	99
ARIZONA	131	99	28	258
ARKANSAS	53	56	5	114
CALIFORNIA	1,527	868	417	2,812
COLORADO	316	113	74	503
CONNECTICUT	159	111	17	287
DELAWARE	42	13	2	57
FLORIDA	699	613	84	1,396
GEORGIA	206	177	22	405
HAWAII	136	89	14	239
IDAHO	32	29	4	65
ILLINOIS	402	200	80	682
INDIANA	130	111	38	279
IOWA	66	59	13	138
KANSAS	71	57	12	140
KENTUCKY	79	92	6	177
LOUISIANA	166	97	56	319
MAINE	48	48	11	107
MARYLAND	245	106	29	380
MASSACHUSETTS	284	179	42	505
MICHIGAN	331	198	52	581
MINNESOTA	282	181	27	490
MISSISSIPPI	38	56	10	104
MISSOURI	290	131	42	463
MONTANA	24	10	7	41
NEBRASKA	55	40	12	107
NEVADA	335	191	23	549
NEW HAMPSHIRE	43	16	10	69
NEW JERSEY	500	260	83	843

TABLE 12: 1982 U.S. TRAVEL GENERATED TAX REVENUE (MILLIONS)

	Federal Tax Revenue	State Tax Revenue	Local Tax Revenue	Total
NEW MEXICO	$ 57	$ 45	$ 32	$ 134
NEW YORK	998	543	364	1,905
NORTH CAROLINA	182	129	38	349
NORTH DAKOTA	25	24	3	52
OHIO	348	183	53	584
OKLAHOMA	165	58	33	256
OREGON	113	33	21	167
PENNSYLVANIA	447	297	55	799
RHODE ISLAND	22	17	4	43
SOUTH CAROLINA	94	113	11	218
SOUTH DAKOTA	16	17	5	38
TENNESSEE	139	114	39	292
TEXAS	842	315	154	1,311
UTAH	61	49	15	125
VERMONT	35	38	10	83
VIRGINIA	145	112	43	300
WASHINGTON	148	104	17	269
WEST VIRGINIA	38	50	4	92
WISCONSIN	171	154	28	353
WYOMING	28	20	11	59
DISTRICT OF COLUMBIA	96	61	0	157
TOTAL	$ 10,970	$ 6,764	$ 2,182	$ 19,916

NOTE: Details may not add to totals due to rounding.
Source: U.S. Travel Data Center.

APPENDIX A: TRAVEL ECONOMIC IMPACT MODEL

Introduction

The Travel Economic Impact Model (TEIM) was developed by the U.S. Travel Data Center to provide annual estimates of the impact of the travel activity of U.S. residents on national, state and county economies in this country. It is a disaggregated model built upon estimates of 16 travel expenditure categories, their impact on 16 types of travel-related businesses at the retail level, and the business receipts, employment, personal income, and tax receipts that result.

The TEIM has the capability of estimating the economic impact of various types of travel, such as business and vacation, by transport mode and type of accommodations used, and other trip and traveler characteristics. While the benchmark Model estimates are primarily based on data gathered by the U.S. Bureau of the Census in 1977, it has been updated to provide estimates for succeeding years.

The TEIM has been used to develop estimates of 1977 and subsequent year travel expenditures and the effect of these expenditures on employment, payroll and tax revenue in each of the 50 states and the District of Columbia. The County Impact Component of the TEIM allows estimation of the economic impact of travel at the county and city level. The county-level estimates discussed in this report are derived from this component.

The estimates of economic impact contained herein were developed through a FLARES computer program designed by the staff of the U.S. Travel Data Center and the Computer Sciences Corporation of Rosslyn, Virginia.

Definition of Terms

There is no commonly-accepted definition of travel in use at this time. However, the industry appears to be converging on the concept that travel involves all activity related to trips to places outside the traveler's home area, or more specifically, places 50 miles or more away from home, except for commuting to and from work. However, the principal data sources for measuring travel activity levels, the U.S. Census Bureau's 1972 and 1977 National Travel Surveys and economic census, used different definitions. Since these are the only comprehensive, large-sample survey sources of the travel activity in the U.S., the definitions of travel in these surveys are adopted for the purposes of this report.

For the purposes of the estimates herein, "travel" is defined as activities associated with all overnight trips away from home, and day-trips to places 100 miles or more away from the traveler's origin. This definition is largely coterminous with the 50-mile defintion, but each definition excludes activity included by the other. The TEIM definition includes all overnight trips regardless of distance away from home, but excludes trips to places 50 to 100 miles away from home. The 50-mile definition excludes overnight trips to places less than 50 miles away from home, but includes day-trips of one-way distances 50 to 100 miles. Given these differences, it appears a priori that the total volume of travel expenditures associated with each definition is quite similar.

The word "tourism" is avoided in this report because of its vague meaning. Some define tourism as all travel away from home while others use the dictionary definition which limits tourism to personal or pleasure travel.

The "travel industry," as used herein, refers to the collection of 16 types of businesses that provide goods and services to the traveler or potential traveler at the retail level (see the Glossary). These business types are as defined by the Office of Management and Budget in its system of Standard Industrial Classifications (SIC).[2] In each case, the relevant SIC code is included.

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[1]See National Tourism Resources Review Commission, Destination U.S.A., Volume 2: Domestic Tourism, U.S. Government Printing Office, Washington, D.C., 1973, pp. 4-5; Frechtling, Douglas C., "Proposed Standard Definitions and Classifications for Travel Research," Marketing Travel and Tourism, Seventh Annual Conference Proceedings, The Travel Research Association, Salt Lake City, 1976, pp. 59-73.

[2]Office of Management and Budget, U.S. Executive Office of the President, Standard Industrial Classification Manual, 1972, U.S. Government Printing Office, Washington, D.C., 1973, 649 pp.

A "travel expenditure" is assumed to take place whenever a traveler exchanges money for an activity considered part of his trip. Total travel expenditures are broken down into 16 separate categories representing traveler purchases of goods and services at the retail level. Travel expenditures are allocated among states and counties by simulating where the exchange of money for goods or services actually took place. By their nature, some travel expenditures are assumed to occur at the traveler's origin, some at his destination, and some enroute.

"Economic impact" is represented by measures of spending, employment, payroll, business receipts and tax revenues generated by traveler spending. "Payroll" includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay and the value of payments in kind paid during the year to all employees. Payroll is reported before deductions for social security, income tax insurance, union dues, etc. This definition follows that used by the U.S. Census Bureau in the 1977 Census of Service Industries.[3]

"Employment" represents the number of jobs generated by traveler spending, both full- and part-time. As such, it is consistent with the U.S. Department of Labor series on non-agricultural payroll employment.[4] Tax revenues include corporate income, individual income, sales and gross receipts, and excise taxes by level of government.[5] Business receipts reflect travel expenditures less the sales and excise taxes imposed on those expenditures.

A more complete set of definitions appears in the Glossary of this volume.

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[3]U.S. Bureau of the Census, Census of Sevice Industries, 1977, Area Series, United States, U.S. Government Printing Office, Washington, D.C., 1979, p. A3.

[4]U.S. Department of Labor, Handbook of Labor Statistics, 1975, U.S. Government Printing Office, Washington, D.C.,1975, pp. 4-6.

[5]Advisory Commission on Intergovernmental Relations, State-local Finances: Significant Features and Suggested Legislation, 1972, U.S. Government Printing Office, Washington, D.C., 1972 passim, and later editions.

Description of the Model [6]

The basic data on travel activity levels (e.g., number of miles traveled by mode of transportation, the number of nights away from home spent by type of accommondation) are available from the 1977 National Travel Survey.[7] Through the TEIM's National Travel Expenditure Component (NTEC), the activity levels for trips to places within the United States are combined with the apropriate average costs of each unit of travel activity, (e.g., cost per mile by mode of transport, cost per night by type of accommondation), to produce estimates of the total amount spent on each of 16 categories of travel-related goods and services by state. For example, the number of nights spent by travel parties in commercial lodging in Maryland is multiplied by the average cost per night per travel party of staying in a commercial lodging facility in Maryland to obtain the estimate of traveler expenditures for hotel, motel and tourist court accommodations.

The expenditure data resulting from the National Travel Expenditure Component cover only those trips to places 100 miles or more away from home, the basic trip definition used in the 1977 National Travel Survey (NTS). Consequently, these results understate U.S. travel expenditures on all overnight trips and day-trips of 100 miles for two reasons. First, only 100 mile trips are included in the 1977 and the expenditure estimates based uponit. Second, the 1977 NTS may have underestimated travel activity, with resulting expenditure estimates based upon it underestimated as well.

In order to correct for these potential sources of underestimation, the results of the NTEC for each state are calibrated using estimates provided by the U.S. Census Bureau's 1977 Census of Service Industries (CSI).[8] The NTEC estimates of traveler spending for commercial accommodations are compared to the CSI estimates of hotel/motel receipts from room rentals, and the state travel expenditure estimates for each category are adjusted by the ratio of the CSI estimates of hotel/motel room rental receipts in a state to the NTEC estimates of travel spending on commercial accommodations in the state. The results are adjusted travel expenditures in each of the 16 categories for each state whcih represent expenditures on overnight trips away from home, and day trips to places 100 miles or more away from home.

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[6] For a detailed description of the TEIM, including equations and data sources, see Frechtling, Douglas C., et. al., Travel Economic Impact Model, Volume I: Final Economic Analysis Methodology, U.S. Travel Data Center, Washington, D.C., 1975, 108 pp.

[7] U.S. Bureau of the Census, 1977 Census of Transportation, National Travel Survey, U.S. Government Printing Office, Washington, D.C. 1979, 362 pp.

[8] U.S. Bureau of the Census, 1977 Census of Service Industries, Geographic Area Series, U.S. Government Printing Office, Washington, D.C., 1979.

The Economic Impact Component of the TEIM estimates travel-generated business receipts, employment, and payroll. Basically, the 16 types of travel expenditures are associated with 16 different types of travel-related businesses. For example, traveler spending on commercial lodging in a state is related to the business receipts, employment and payroll of hotels, motels and motor hotels (SIC 701) in the state. It is assumed that travel spending in each category, less sales and excise taxes, equals business receipts for the related business type as defined by the U.S. Census Bureau.

It is assumed that each job in a specific type of business in a state is supported by some amount of business receipts and that each dollar of wages and salaries is similarly supported by some dollar volume of business receipts. The ratios of employment to business receipts are computed for each industry in each state. These ratios are then multiplied by the total amount of business receipts generated by traveler spending in a particular type of business to obtain the measures of travel-generated employment and payroll of each type of business in each state. For example, the ratio of employees to business receipts in Maryland commercial lodging establishments is miltiplied by traveler-generated business receipts of these establishements to obtain traveler-gernerated employment in commercial lodging. A similar process is used for the payroll estimates.

The Fiscal Impact Component of the TEIM is used to estimate traveler-generated tax revenues of federal, state and local governments. The yield of each type of tax is related to the best measure of the relevant tax base available for each state consistent with the output of the Economic Impact Component. The ratios of yield to base for each type of tax in each state obtain estimates of tax receipts generated by travel. For example, the ratio of Maryland State personal income tax collections to payroll in the state is applied to total travel-generated payroll to obtain the estimate of state personal income tax receipts attributable to traveler spending in Maryland.

The 1977 benchmark estimates of travel expenditures, and travel-generated employment, payroll and federal, state and local tax revenue, are up-dated for each succesive year. Data from the U.S. Bureau of the Census, the Federal Aviation Administration, the Civil Aeronautics Board, Amtrak, the American Bus Association, the Federal Highway Administration, state revenue departments, the Data Center's annual National Travel Survey and other sources are used for this purpose. These data indicate the change in travel spending for each of the expenditure categories for each state over the previous year, as well as changes in the relationship of travel spending to employment, payroll and tax revenue. A new benchmark estimate will be computed when the results of the Census Bureau's 1982 National Travel Survey are available.

Limitations of the Study

This study is designed to indicate the impact of U.S. traveler expenditures on employment, payroll, business receipts and tax revenue in each of the states. These impact estimates reflect the limitations inherent in the definition of travel expenditures. Two important classes of travel-related expenses have not been estimated due to lack of sufficient data. Consumers purchase certain goods and services in anticipation of a trip away from home. These include sports equipment (tennis racquets, skis, scuba gear, etc.), clothing (tennis clothes, ski togs, bathing wear, etc.), travel books and guides, and services such as language lessons and lessons for participatory sports (tennis, skiing, underwater diving, etc.). Although the magnitude of these purchases in preparation for a trip cannot be quantified, it is probably significant relative to overall travel expenditures.

The second type of spending not covered due to lack of sound, relevant data is the purchase of major consumer durables generally related to outdoor recreation on trips. While recreational vehicles (campers, motor homes, trailers and mobile homes) are covered, spending for boats and boating supplies, and off-road recreational vehicles such as trail bikes, dune buggies and snowmobiles are not. Further research is required in this area to estimate the average spending on items such as those by travelers.

Moreover, the TEIM records travel expenditures only for those states where travelers spent the night, originated, or were destined. Due to the nature of the Census Bureau's 1977 National Travel Survey, expenditures could not be allocated to states passed through in a single day. It is believed these expenditures may be quite significant to certain "bridge" states between major population concentrations and major destinations.

The trip definition inherent in this study also limits the estimates of economic impact somewhat. Specifically excluded are the economic effects of U.S. traveler expenditures in this country pursuant to traveling to a foreign destination. Also excluded is the impact of day-trips to places less than 100 miles from home. While these latter trips may be quite numerous intuitively, they appear to involve little economic impact since lodging expenditures and virtually all common carrier spending are excluded. Meal, entertainment and recreation expenditures on these trips also seem relatively insignificant.

These travel expenditure and impact estimates are based on household surveys of travel activity. Consequently, they are subject to all of the sampling and non-sampling errors inherent in sample surveys.

Most travel expenditure data collected is on a "type of purchase" rather than "point of purchase" basis. This means there is some incongruity in matching spending on different goods and services while traveling with the receipts, employment and payroll of different types of businesses. For example, all spending for meals is assumed to take place in eating and drinking places (SIC 58), whereas some may actually occur in hotels or other commercial lodging places (701). This inconsistency does not appear to introduce major errors in the calculations and can only be corrected upon collection of point-of-purchase expenditure data.

Little is known about the type of purchases made in this country by foreign visitors. Consequently, these expenditures cannot be distributed among the states or among expenditure categories to determine precise impact. However, it should be recognized that the estimates contained herein significantly understate the impact of tourism in states which receive a substantial number of foreign visitors.

APPENDIX B: GLOSSARY OF TERMS

GLOSSARY OF TERMS

Automobile Transportation Expenditure. This category includes a prorata share of the fixed costs of owning an automobile, truck, camper, or other recreational vehicle, such as insurance, license fees, tax, and depreciation costs. Also included are the variable costs of operating an automobile, truck, camper, or other recreational vehicle on a trip, such as gasoline, oil, tires, and repairs. The costs of renting an automobile or other motor vehicle are included in this category as well.

Automobile Transportation Industry. Automotive dealers and gasoline service stations (SIC 55), automobile rental and leasing without drivers (751).

Entertainment/Recreation Expenditure. Traveler spending on recreation facility user fees, admissions at amusement parks and attractions, casino gaming (Nevada, and Atlantic City, New Jersey), and attendance at nightclubs, theaters, shows, sports events, and other forms of entertainment and recreation while traveling.

Entertainment/Recreation Industry. Amusement and recreation services (SIC 79).

Food Expenditure. Travelers spending in commercial eating facilities and grocery stores or carry-outs, as well as on food purchased for off-premise consumption.

Foodservice Industry. Eating and drinking places (SIC 58).

General Retail Trade Industry. This sector is defined to receive incidental purchases by travelers. It includes general merchandise group stores (SIC 53) and miscellaneous retail stores (59).

Incidental Purchase Expenditure. Traveler spending on retail trade purchases including gifts for others, medicine cosmetics, clothing, personal services, souvenirs, and other items of this nature.

Incidental Purchase Industry. See General Retail Trade Industry.

Lodging Industry. This industry includes hotels, motels and motor hotels (SIC 701), camps and trailer parks (703), and general building contractors -- residential buildings (152) and operative builders (1531).

Public Transportation Expenditures. This includes traveler spending on air, bus, rail and boat/ship transporation, and taxicab or limousine service between airports and central cities. Also included are expenditures on "other transportation" as indicated in the 1977 National Travel Survey.

Public Transportation Industry. Air transportation (SIC 45), taxicab companies (411), intercity highway passenger transportation (413), National Railroad Passenger Corporation (Amtrak), and water transportation (44 except 441). Also is the "dummy" industry of "other transportation."

Tourism. Generally avoided in this study, this term can be used to refer to pleasure or personal travel, a subset of travel.

Travel. The act of taking a "trip" (qq.v.).

Travel Arrangement Industry. This includes travel agencies, tour operators, and other services in arranging passenger transportation, and is covered under SIC 4722.

Traveler. A person on a "trip" (qq.v.).

Travel Expenditure. The exchange of money or the promise of money for a good or service while traveling, including any advance purchase of public transportation tickets, lodging or other items normally considered incident to travel, but which may be purchased in advance of the trip. In addition, certain of the "fixed" or capital costs of owning a motor vehicle (including campers, motor homes, etc.) or a vacation or second home are included as associated with taking a trip. Generally, expenditures are assumed to take place at the point where the good or service is bought while traveling. The two exceptions to this rule are that the fixed costs of operating a motor vehicle while on a trip are allocated to the traveler's area of residence, and the "imputed rent" of spending nights in the traveler's own vacation home are allocated to the area visited.

Travel-generated Employment. The number of jobs attributable to travel expenditures in an area. These estimates of employment follow the "establishment payroll survey definition" rather than the "household survey definition." Consequently the TEIM estimates are more closely related to number of jobs than to number of employees. For a detailed description of the household and establishment survey differences, see Green, Gloria P., "Comparing Employment Estimates from Household and Payroll Surveys," Monthly Labor Review, Vol. 92, No. 12 (December, 1969).

Travel-generated Payroll. This is the payroll, or wage and salary income, attributable to travel expenditures in an area. Payroll includes all forms of compensation, such as salaries, wages, commissions, bonuses, vacation allowances, sick leave pay, and the value of payments in kind (such as free meals and lodgings) paid during the year to all employees. Tips and gratuities received by employees from patrons and reported to employers are included. For corporations, it includes amounts paid to officers and executives; for unincorporated businesses, it does not include profit nor other compensation of proprietors or partners. Payroll is reported before deductions for social security, income tax, insurance, union dues, etc.

Travel-generated Tax Receipts. These are federal, state and local tax revenues attributable to travel in an area. For a given state or locality, all or some of the taxes may apply. "Local" includes county, city or municipality, and township units of government. This tax revenue is attributable to the level of government actually collecting the receipts, and not the level that may end up receiving it through intergovernmental transfers.

Federal. These receipts include corporate income taxes, individual income taxes, employment taxes, and gasoline excise taxes, and airline ticket taxes.

State. These receipts include corporate income taxes, individual income taxes, general sales and gross receipts taxes, and excise taxes.

Local. These include county and city receipts from individual income taxes, sales, excise and gross receipts taxes, and property taxes.

Travel-generated Wage and Salary Income. The same as "travel-generated payroll".

Trip. A trip occurs, for the purpose of the Model, every time one or more persons goes to a place 100 miles or more away from home in one day, or is out-of-town one or more nights, and returns to his origin. Specifically excluded from this definition are: (1) travel as part of an operating crew on a train, plane, bus, truck or ship; (2) commuting to a place of work; (3) student trips to school or those taken while in school. Also excluded is foreign travel activity in the U.S.

Visitor. This term is usually limited to special studies of individual cities or metropolitan areas. It includes those not residing in the area under study who travel away from home overnight or on a day trip of 200 round-trip miles or more and visit the area. As a general rule, total travel impact on an area less the impact of area residents equals visitor impact.

APPENDIX C: INDUSTRIES PROVIDING MORE JOBS THAN TRAVEL BY STATE, 1982

APPENDIX C: Industries Providing More Jobs than Travel, by State, 1982 (see Table 9).

State	Industry SIC codes*
Alabama	22,23,50,58pt.,80
Arkansas	80
California	80
Connecticut	34,35,37,50,54,58pt.,63,73,80
Delaware	28
Georgia	22
Illinois	35,36,50,51,58pt.,73,80
Indiana	33,36,37,58pt.,80
Iowa	35,80
Kansas	37,80
Kentucky	12,80
Louisiana	13,80
Maryland	73,80
Massachusetts	35,36,58pt.,73,80
Michigan	35,37,58pt.,80
Minnesota	80
Mississippi	23,80
Missouri	80
Montana	80
Nebraska	80
New Jersey	80
New York	73,80
North Carolina	22
North Dakota	80
Ohio	34,35,50,58pt.,80
Oklahoma	13
Oregon	24,80
Pennsylvania	80
Rhode Island	22,36,39,54,58pt.,73,80,82
South Carolina	22
South Dakota	80
Tennessee	80
Texas	13,80
Virginia	80
Washington	37,58pt.,80
West Virginia	12,80
Wisconsin	80
Wyoming	13
Dist. of Columbia	73,80,82,86
Total U.S.	80

*Key to SIC codes (continued on next page)
Source: U.S. Travel Data Center, U.S. Department of Labor

APPENDIX C: Continued

Key to SIC codes

Mining
12 Bituminous coal and lignite mining
13 Oil and gas extraction

Manufacturing
22 Textile mill products
23 Apparel and other textile products
24 Lumber and wood products
28 Chemicals and allied products
33 Primary metal industries
34 Fabricated metal products
35 Machinery, except electrical
36 Electric and electronic equipment
37 Transportation equipment
39 Miscellaneous manufacturing industries

Wholesale trade
50 Wholesale trade -- durable goods
51 Wholesale trade -- nondurable goods

Retail trade
54 Food stores
58pt. Eating and drinking place sales to residents

Finance, insurance and real estate
63 Insurance carriers

Services
73 Business services
80 Health services
82 Educational services
86 Membership organizations

APPENDIX D: SOURCES

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APPENDIX D: Continued

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State and Territorial Travel Offices
Tax Foundation
Woodall Publishing Company